

YACHT RACE EXTRA.

The



World.

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PRICE ONE CENT.

NEW YORK, FRIDAY, AUGUST 2, 1895.

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NIGHT EDITION. DEFENDER'S GAFF BROKEN.

Her Mainsail Dropped and She
Was Compelled to
Withdraw.

OCCURRED AT THE LAST MARK.

Vigilant Was Nearly Ten Min-
utes Astern, but Far Ahead
of Jubilee.

GOULD YACHT WINS THE CUP.

Splendidly Handled, She Overhauled
and Passed the Boston
Boats.

BRENTON'S POINT, NEWPORT, Aug. 2.—Defender's gaff gave way at the second mark, off West Island, in the sloop race for the Gould Cup.

She was then leading Vigilant by nearly ten minutes, but the latter won by her withdrawal.

Jubilee was badly beaten and Volunteer was fourth by about two miles.

So closely together did Volunteer and Defender start in the race for the Gould Cup that it seemed the old cup-defender led.

Defender was on her quarter as they stood for the line, and they flashed across the line almost together.

The official timers on the flagship Sylvia, however, caught Defender first by six seconds.

The official time at the start was as follows:

Defender 11:30:33
Volunteer 11:30:39
Jubilee 11:31:09
Vigilant 11:34:02

One minute after the start Defender blanketed Volunteer and passed her to windward. Defender had just tacked to starboard and broken out baby jibtop-sail.

An accident had happened to Vigilant and she had not crossed the line.

The Jubilee came about and was half a mile behind Defender.

At 11:39 Vigilant had just broken out her baby jibtop-sail and reached for the line, nearly five minutes behind. She crossed at 11:34.

At 11:38 Defender went about on starboard tack. Jubilee was second, but had not broken out her baby jibtop-sail yet. Volunteer was third, about a quarter of a mile behind Jubilee.

Vigilant was standing out to sea on starboard tack, fully a mile to leeward of Defender.

Jubilee stood far over to the Narragansett shore, and the Volunteer and Defender were having a grand race of it.

Vigilant Follows Volunteer.

Volunteer came about on starboard tack at 11:41. The Narragansett shore was over her bow, and she was heading over to starboard one minute later, and stood on the same course as Defender, which was then fully two miles away.

As the boats stood at 11:43 the Defender was ahead, with the Jubilee far over towards the Narragansett shore. The Volunteer was considerably to leeward of the Defender and the Vigilant far behind.

The Vigilant caught up with the Volunteer at 11:49 and the old cup-defender then became the fourth boat, the Gould yacht having her stern and making for the leaders.

The Defender stood along the Narragansett shore on starboard tack, with the Jubilee about a mile astern.

Volunteer Out of It.

At 11:53 the Jubilee went about and crossing the bows of the Vigilant and Volunteer led them by about half a mile. The Vigilant's sailing for fifteen minutes previously was a great exhibition of speed and skill.

On the next tack, four minutes later, the Vigilant crossed the Volunteer's bow and took up a position to windward of the Boston boat.

All four boats were standing well to the westward at noon in the following order: Defender, Jubilee, Vigilant, Volunteer. The Defender was so far ahead of the other three that she had almost disappeared in the mist that they were headed "to the southwest."

All of the leaders were making short hops along the Narragansett shore. Defender apparently not having increased her lead on Jubilee.

Both, however, were pulling away from Vigilant and Volunteer, which were having a grand struggle, close together.

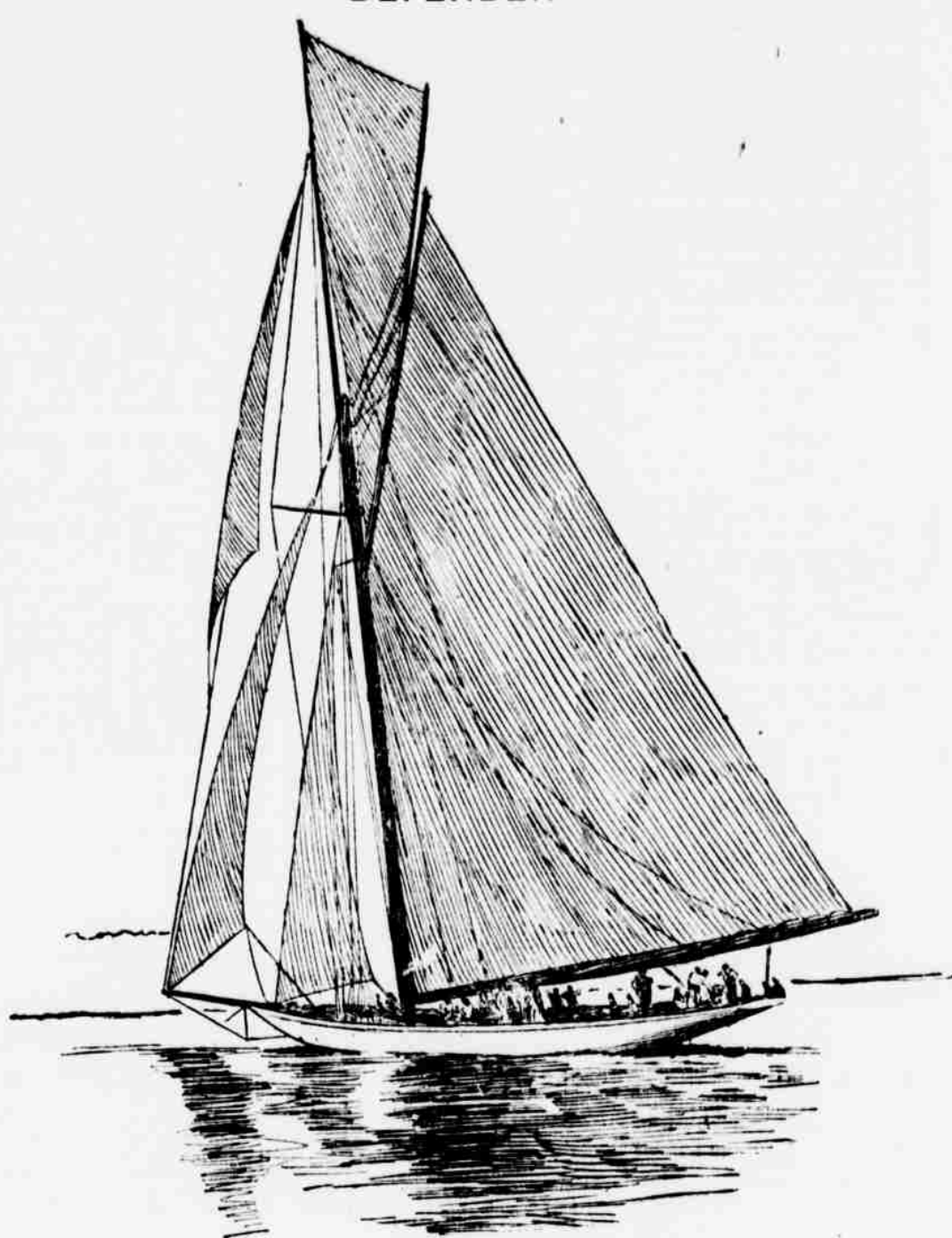
As the yachts passed Narragansett Pier, shortly after noon, Defender led the big single stickers by a mile. The wind was increasing in strength with every mile of sea covered.

Vigilant Catches Jubilee.

Defender kept her lead to the outer mark northeast of Black Island and rounded it holding her lead.

On the second leg to West Island, a

DEFENDER



broad reach, Vigilant began to overhaul Jubilee, having passed Volunteer.

As they came up the long leg, with the wind over the port quarter, the struggle between Jubilee and Vigilant was magnificent. It was nip and tuck between them, seeming to hold each other against all efforts to break away. Defender still held her lead, but Vigilant had made up a vast amount of her handicap and was struggling like a witch to get clear of Jubilee, as if anxious to pursue the new Horreshofer.

The wind was then blowing at a wholesale rate, probably with a velocity of twelve miles, and bade fair to hold to the finish.

They were ten miles on the second leg, when at 2:42 o'clock Vigilant passed Jubilee and promptly increased her lead to a quarter of a mile.

Jubilee had not given up the fight, and flew after Vigilant like a big hawk after escaping prey.

The wind was constantly increasing in force, and at 3 o'clock was blowing at about fifteen miles an hour.

Despite her efforts, though, Vigilant began to draw away, and at 3:10 o'clock had a lead of fully a mile on Gen. Paine's Boston flyer. The Gould yacht did not seem to close up the gap that separated her from Defender, which still led by fully two miles.

Defender Ten Minutes Ahead.

Defender was timed passing a fixed point on shore at 3:15 P. M., and was made out to be 9 minutes and 59 seconds ahead of Vigilant.

Vigilant's lead over Jubilee at this time was calculated at nearly four miles. Volunteer was about two miles astern of Jubilee.

Vigilant seemed to increase her speed and made a trifling gain on Defender during the next quarter of an hour.

At 3:33 Defender had about three miles to over to reach the second mark-off West Island. From that point to the finish off Brenton's Point was a close reach of about six miles.

Jubilee also gained fresh life about this time and seemed to draw up slightly, though hardly perceptible, on Vigilant.

Defender turned the mark at West Island at 3:44, unofficial time, and headed for the finish, over the short leg of the course. Her gaff was broken in getting around, but she kept on.

Defender Gives It Up.

Defender's mainsail hung in folds from the disabled spar, and the lower part of the sail drew badly, and it was impossible for her to continue.

Her topsail, was simply of no use whatever. After a few minutes her mainsail was lowered and she withdrew from the race at 3:57.

Vigilant turned the West Island mark at 3:54 and started for home.

THE SCHOONER RACE.

Mayflower Was Last Over the Line at the Start.

BRENTON'S POINT, NEWPORT, Aug. 2.—The starting gun for schooners in the race for the Gould Cup was fired from the flagship Sylvia at 11:34.

Amorita crossed the line in the van, with Lasca, Emerald, Eileen Marie and Merlin close up. Mayflower was last.

The official time of the schooners at the start was as follows:

Amorita 11:36:55
Lasca 11:37:10
Emerald 11:37:15
Eileen Marie 11:38:00
Merlin 11:38:10
Mayflower 11:38:20
Constellation 11:39:20
Mayflower 11:39:30

The schooners stood off together on

starboard tack and headed well out to sea, offering no interference to the sloops.

BIG FLEET AT THE START.

All the Yachts Clustered About the Lightship at Brenton's Reef.

BRENTON'S POINT, NEWPORT, R. I., Aug. 2.—The day of the fourteenth annual Gould Cup race for sloops and schooners did not start in with the bluster that the yachtsmen had anticipated after the howling southwest of yesterday. The sky at dawn was completely overcast with light clouds and the wind was very light from the westward.

The weather sharp, who had turned in the night before with a cloudless moonlit sky overboard, were rather surprised at the dubious outlook of the early morning.

Just as the gun on the flagship Sylvia boomed "colours" at eight bells, however, the sun answered the summons and slowly pushed his way through the clouds.

Aboard all of the big yachts active preparations were being made for the race and everything was hurry and bustle. All the superfluous luggage was being sent ashore from the "big ones," and the light sails were being put up in stops.

On board Defender Capt. Haff was overseeing the setting of the big forty-foot topsail, and said that he thought the day would be fine, but there would probably be light winds from the westward.

On Jubilee, Mr. George Richards was the only one up at 8 o'clock, and he was busy superintending the work of replacing the three turn-buckles that were broken on Tuesday. Gen. Paine was aboard and also his two sons, John and Sumner.

The crew of Volunteer were as busy as those on the other sloops, but the men were occupied only on minor finishing touches. All the flyers had their mainsails and clubtopsails up by 8:30, and by 9 they were all ready to start down to the lightship.

The scene about the club landing was one never before equalled in the history of the New York Yacht Club. It was estimated that fully 3,000 guests were taken aboard the various yachts.

Just before the fleet got under way the Regatta Committee posted the following entries:

Schooners—Marguerite, Merlin, Amorita, Loyal, Nora, Mayflower, Emerald, Lasca, Constellation.

Sloops—Defender, Wasp, Vigilant, Queen Mab, Volunteer.

Betting began before the fleet got under way, and thousands of dollars were placed on Defender leading Vigilant ten minutes in a twelve-knot breeze, and five minutes in a six-knot breeze.

The largest number of guests aboard were on the Narragansett, which included Col. and Mrs. John Jacob Astor, L. Stewart, R. J. Wilson, Mrs. William Astor, Thomas Hittcock, H. E. Jones, P. H. Durfee, Victor Sorcher, W. Rutherford, R. T. Wilson, Jr., Miss Wilson, George B. DeLoach, Miss Post, Horden Harriman, W. Cutting, Mr. and Mrs. Elsie Dyer, Jr., W. K. Thorn, Townsend Garden, Buchanan Whitrop, Miss Whitrop, Eugene Hagen, H. M. Brooks, Whitney Warren, Mr. and Mrs. Nathaniel Thayer, Miss Gertrude Van Allen, Mrs. Henry Leeds, Miss Clowe, F. G. Griswold, G. F. Cushing, George H. Warren, Jr., Hamilton Curry, Misses

Bligh, Miss Lord, R. L. Callnet, W. S. Hoyt.

Sylvia started out ahead of the fleet, and by 10 o'clock had taken her position off the Brenton Reef Lightship. Vigilant followed her in tow of her tender, the Aeronaut, with Jubilee second, but a short distance behind. The Boston boat was alongside the Gould racer before the lightship was reached.

Defender followed Jubilee and Vigilant under mainsail, club topsail and two headsails, and made her appearance off Brenton's Point shortly before 10 o'clock. As soon as she was well outside of the headlands Defender tacked over towards Beaver Tail light and then coming about headed for the starting line.

The schooner Lasca was the first of her class to make her appearance in the bay, coming out from the harbor at 10:25. Merlin followed her closely with jaunty Volunteer near them, moving slowly under sail.

At this hour the wind, which had shifted around to the southeast, was freshening and blowing about six miles an hour.

The steam craft began to appear in large numbers by 10:30, the Vanderbilt boat, Vallant, being particularly conspicuous among the swarm.

The Dolphin, with Secretary Herbert aboard, came down and headed for the lightship. She was followed by a large fleet of yachts, including the Gay Head, the club steamer of the New York Yacht Club.

COXEY FOR GOVERNOR.

Ohio Populists Place Him at the Head of Their Ticket.

COLUMBUS, O., Aug. 2.—Jacob S. Coxe, of Massillon, was nominated for Governor by the Populists in convention to-day.

The morning hours were consumed in tearing to pieces the platform adopted by the committee last night.

New Short Line Manhattan Beach via Brooklyn Bridge. See excursion column.

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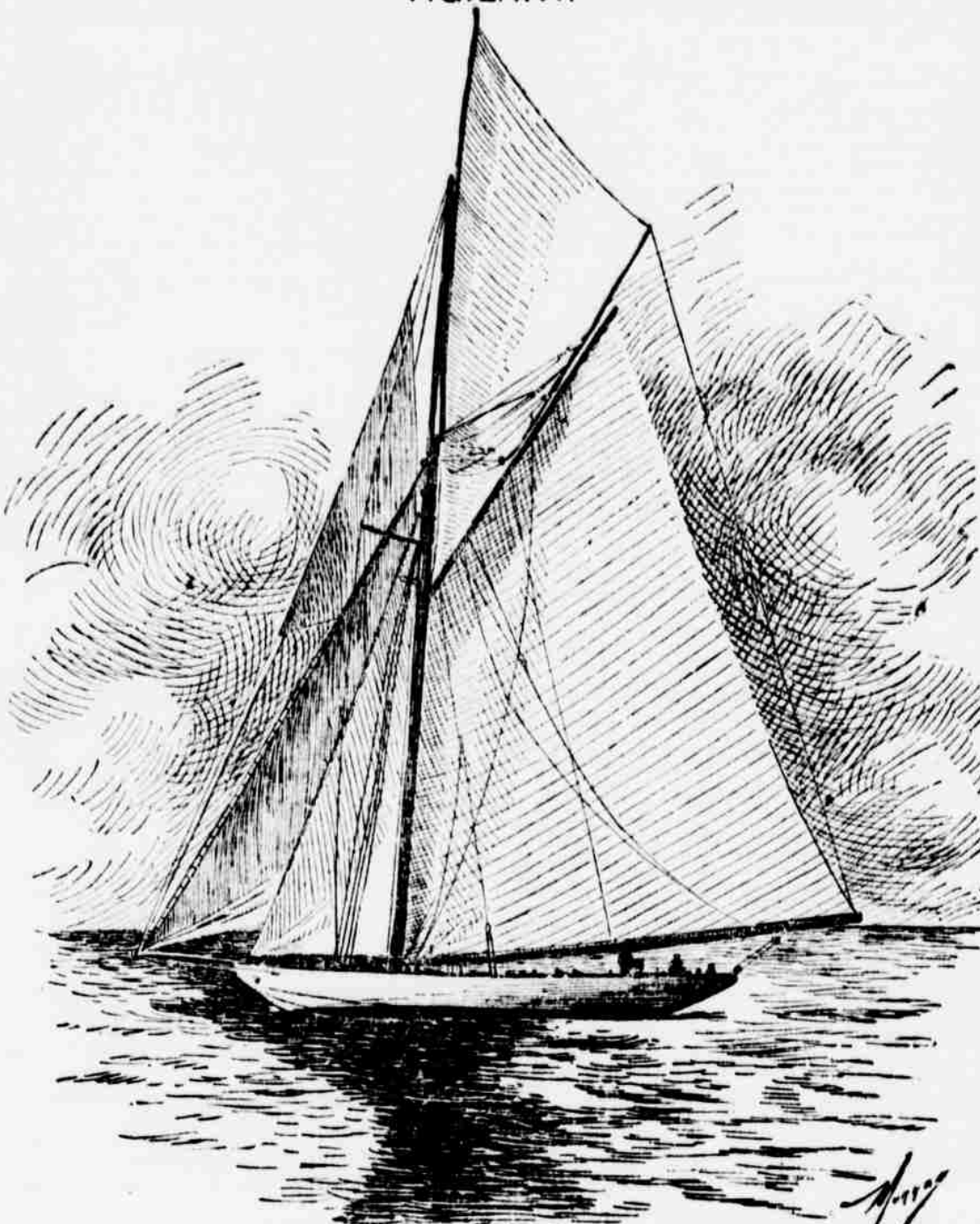
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VIGILANT.



now she's Ollie Lake.

Mrs. James J. Corbett's Divorce Granted by the Court.

Judge Gildersleeve, in the Special Term of the Superior Court, today signed the decree granting Ollie Corbett an absolute divorce from James J. Corbett, the pugilist.

By the terms of the decree Mrs. Corbett may resume her maiden name of Ollie Lake and may also marry again, but should she avail herself of this latter privilege she shall forfeit her right to the alimony of \$2,500 a year allowed her by the court ceases on the day of the marriage. The alimony is to be paid by Corbett in May and November of each year.

Corbett's counsel, while making no objection to the filing of the decree, obtained an agreement with Howe & Hummel, Mrs. Corbett's counsel, which was sanctioned by the court and incorporated in the decree to the effect that should Corbett at any time suffer financial reverses he may make an application to the court to have the question of alimony reopened with a view to having the annual allowance of Mrs. Corbett reduced in accordance with Corbett's circumstances.

The total amount that will probably be shipped to-morrow is \$240,000. New-lace & Fuller forwarding \$90,000 and a coffee house \$250,000.

It was rumored on the street that the bond syndicate had stopped sale of exchange. This fact is that the rate demanded was so high that no sale could be effected.

The syndicate was offering bills for next week's steamer at slight concession.

The total sales of hotel stocks were \$78,000 shares. In the United States 100,000 shares of Sugar were traded in.

J. & W. Seligman & Co. will ship 290,000 ounces of silver and Goldschmidt, Ickebauer & Co. 250,000 ounces, to Europe to-morrow.

Handy & Harmon will also ship 290,000 ounces of silver and 250,000 ounces of gold to Europe to-morrow.

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\$2,450,000 IN GOLD GOING.

Bank of Montreal and the Cross-man Order from Sub-Treasury.

The Bank of Montreal has withdrawn \$1,000,000 in gold from the Sub-Treasury. At the Bank of Montreal it is stated that the gold taken from the Treasury is not for shipment. It is possible that the bank may send it to Canada within the next few days.

W. H. Crossman & Bro. have ordered \$1,000,000 gold at the Sub-Treasury for shipment to Europe to-morrow.

Handy & Harmon will ship \$100,000 gold bullion on the steamship Aurania to-morrow.

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